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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL V. FRIDAY, JULY 21, 1944 No. 46

ONE OF THE GREATEST DEFEATS

ADMIRAL MOUNTBATTEN

ON my return from visiting your front, I want to express my admiration for the fine fighting spirit and high morale I found throughout your ranks. For nearly four months now with the forces already severely tried you have been fighting a major battle. The severe casualties inflicted on the enemy have contributed to one of the greatest defeats the Japanese Army has suffered in its history. The fine fighting qualities you have shown make me confident that you will push on until you have completely destroyed the Japanese forces

ADMIRAL MOUNTBATTEN, in an Order of the Day issued on Saturday, July 15

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[Note.—*The summary of news and comments contained in the* Madras War Review *generally relate to events and statements published till Wednesday, every week.*]

THINGS ARE GOING VERY WELL

"When I spoke to officers on the eve of D-day, I told them that if the Allies do their stuff properly, they will have Germany out of the war this year. I still hold to that. I believe that it is quite likely it will be out of the war this year. Things are going very well, generally speaking. Great victories on the Russian fronts with immense numbers of Germans being written off are very excellent. Everything is going well; yet you know as well as I do, that the German who is fighting us is a very great fighter defensively."

—General MONTGOMERY, *in a broadcast from Normandy, on Monday, July 17.*

❖

JAPS WILL BE OUTNUMBERED

"Fresh United Kingdom forces will be fighting in the Pacific theatre this year. Though the transfer of the main British effort must await the defeat of Germany, large and powerful forces will become available this year and the planning of the whole British effort is being vigorously pursued. The Japanese who are already greatly inferior in sea-power will be outnumbered several times over. When the full weight of the British and American land and air forces is brought to bear, the Japanese will be defeated as decisively as Hitler."

—Mr. JOHN CURTIN, *Prime Minister of Australia, addressing the House of Representatives, on Monday, July 17.*

❖

TWO MAIN WORRIES PLAGUE JAPAN

"Two main worries plague Japan. She knows many air ports have been built for the purpose of coming to Japan and she realizes that the United States' Navy is sinking so many ships that sea communications are almost impossible."

—Mr. KUNG, *Chinese delegate to Bretton Woods Conference, in a statement on Sunday, July 16.*

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BURMA : INITIATIVE IN OUR HANDS

ADMIRAL Mountbatten who recently returned from a visit to Central Burma, has expressed his admiration for the fine fighting spirit and high morale of our troops, who inflicted on the enemy one of the greatest defeats he has ever suffered. The Supreme Commander of South-East Asia Command is confident that our troops would push on until they completely destroy the Japanese forces. This confidence is abundantly justified by the fact that within the course of ten days two important Japanese positions have been captured by our forces. Mogaung fell on June 24th and Ukhrul on July 3rd. In the former the enemy has lost a very important base for the defence of Central Burma, while the latter means that one more line of threat to the coveted Imphal has been wiped out. In the fighting east of Imphal, Allied harassing forces have been inflicting heavy casualties and taking many prisoners.

THE position of the Japanese in Burma as a whole has been deteriorating rapidly and large numbers of Japanese troops have surrendered with little or no fight. The general position now is that our troops have been consolidating their recent speedy advances and mopping-up isolated enemy resistance in a number of places. The Dimapur-Imphal road has been completely cleared of the enemy, but it may be expected that there may be encroachments from enemy stragglers east of the road, but this need not be considered as a problem of any importance in view of the monsoon rains. Further, the mopping-up operations of our forces will eliminate any trouble from the stragglers.

AS regards the Tamu-Palel area which the enemy wanted to use for the development of an attack on Imphal, our forces have been making appreciable progress and certain positions of vital importance to the enemy have been captured. This strengthens the impression that the enemy may be abandoning this area altogether.

THE capture of Ukhrul has resulted in a rapid retreat of the Japanese forces who have abandoned their artillery equipment. Allied forces who have been following the main body of Japanese troops from the Ukhrul area have again contacted their rearguards some miles south-east of Ukhrul on the track to an exit from the Manipur hills to the Chindwin.

IN the Bishenpur area, our troops have captured the village of Ningthoukhong Khakhunou, another strong Japanese base five miles south of the town, after a heavy artillery bombardment. The village is on the western edge of Lake Logtak and was a stumbling block to the advance of our troops southwards from Bishenpur on the Tiddim road. Enemy forces are withdrawing from north of the Silchar track and a similar withdrawal is likely from the south also.

IN North Burma the capture of Mogaung has been followed up by our forces advancing both east and south and capturing the railway station of Namti, which the enemy evacuated leaving much valuable material, and Loilow. In the Myitkyina area Allies have been consolidating their gains. Though fighting continues the strength of the enemy has been reduced.

VIEWING the situation as a whole we find two broad reasons for the sudden withdrawing movement on the part of enemy. The first is his increasing difficulties in bringing supplies and reinforcements. The very heavy casualties that have been inflicted on the enemy in the different areas is another reason for the retreat. The supply difficulties were referred to by a Japanese Officer who had returned from the Imphal front two months ago in a broadcast from Tokyo. He said, "The enemy received supplies through the air route while our men continued battles eating a handful of supplies of barley and gram for food . . . The primary cause of difficulty in maintaining supplies to the operational areas lies solely in our inferior air power. . . . . . I once saw a plane which looked like our own. The happiness of our men was indeed immense." This was the situation in May. Since then, the enemy's position has considerably worsened.

AS for the casualties suffered by the enemy, it may be noted that according to a report recently published 40,000 Japanese were killed during the last four months on the Burma front. The loss is so big that it must have caused serious anxiety to the Japanese High Command.

IT will thus be seen that the enemy's defeats in North Burma and in the Manipur area have been so costly that he may not be able to regain the opportunity which he once had. That opportunity will never come again. Our forces which have had experience of Japanese tactics and strategy can be confidently relied upon, as Admiral Mountbatten said, to completely destroy the enemy in due course.

Their Majesties the King and Queen and Princess Elizabeth hear accounts of Pas de Calais attacks from Royal Air Force Bomber Crews just returned, during visit to Bomber Command Airfields.

RUNNING COMMENTARY

Red Army's Drive to East Prussia—Why Germans withdrew from Kovel

The Red Army is advancing straight towards East Prussian border. Its drive towards the Reich frontier has brought about a "fortification fever" in the border lands, and a general order has gone out from the Germans to the remaining population to dig—for "victory". The double threat to Brest-Litovsk, the gateway to Warsaw and the main bastion of the Curzon line and the 1939 demarcation between Germany and Soviet Russia, from Marshal ROKOSSOVKY's forces has assumed serious proportions and *Izvestia* has foreshadowed a gigantic battle on the border of East Prussia. The German News Agency reported on Tuesday that the Russians have opened a new major attack in the Kovel area and that their offensive is aimed at Brest-Litovsk. "The whole front from Tarnopol *via* Lutsk to the Kovel area," adds the News Agency, "is now on the move."

Kovel stands at the south-eastern edge of the Pripet Marshes on the highway from Kiev through Lublin to Warsaw. It is a very important road and railway junction, which came into considerable prominence about the middle of March when Marshal ZHUKOV began his great spring offensive. When the Germans announced a few days ago that they had evacuated Kovel, the news was received with considerable surprise, for Kovel was considered as an anchor, on which the Germans would try to fastentheir new line with a view to having a continuous battle-line from the Baltic to the Black Sea. The Red Army did not launch a major attack on this front after Marshal ZHUKOV's offensive between the Pripet Marshes and the Carpathians subsided during the first half of April. Why then did the Germans evacuate Kovel which seriously compromises the German hold or Lwow itself ? There is only one explanation: the German High Command's anxiety to cut its losses and retreat to the shortest and strongest line available, namely, the line of the Memel River, the Polish Bug, Lwow, the Carpathians and the Lower Danube. The German Command must have felt that north of the Pripet Marshes there was absolutely no hope of re-establishing the German front in White Russia, particularly in view of the fact that south of the Pripet Marshes the Red Army was developing an ever greater offensive. They have been anxious to keep their armies of the north and centre intact

C-IN-C'S NORTHERN INDIA TOUR.—Garrison Companies, military Schools and tribesmen's Conference were visited by the C.-in-C., General Sir Claude Auchinleck, besides his usual round of unit inspections, during a long tour of northern India which he has just completed. He met many officers and men and presented several decorations. Captain Tikka Khan, an ex-orderly officer to George V, introduces the C.-in-C., to retired soldiers of one of the Punjab Regiments at Bhurban.

till they reach some such line so that they can at least defend East Prussia Silesia and Ploesti for some time longer The Military Correspondent of the *Daily Telegraph* has described the German move as a step in a far-reaching process of disengagement.

* * *

Fragmentation of German Central Front

What was it that happened in White Russia? It was not so much a German retreat but a catastrophic fragmentation of the German central front in the East. It was quite different from any reverse suffered by the Germans so far. The Germans knew quite well that a mighty offensive was about to be launched last month between Vitebsk and the Pripet Marshes, for their commentators were themselves giving out warnings about Russian preparations in that area for some time. They ought to have normally built up a defensive line reinforced by reserves to meet the Soviet threat. Instead of doing that, they transferred their reserves to the south where they anticipated an even bigger offensive. It was not a question of choice of alternatives for the Germans, as they had no other option except to thin out their defence of a vital sector in front of Minsk, because of their fear of even great dangers elsewhere. They thought that the defences between Vitebsk and Zhlobin and the difficulty of terrain would break the momentum of the Red Army's attack and help them to carry out an organized withdrawal in the same way as they did from the Leningrad sector back to Lake Peipus and Pskov. But they were mistaken.

The Commander-in-Chief examines the golden sword presented to him by the Dhund War Committee.

The increase of total Allied pressure and the multiplication of the number of pressure points have upset the German plans to shuffle their strength to suit varying situations on different fronts. Hitherto they were rushing troops up and down the Russian front from Denmark to Italy behind a screen of fortifications, but breaches have been created in their fortified screen. The Atlantic Wall in Normandy, the Gustav and Hitler lines in Italy and the "hedgehog" fortresses in Russia have all been pierced, and it is now increasingly dangerous for the Germans to weaken any sector relying for its safety on concrete fortifications. This has been shown clearly in White Russia. It is a development of the greatest significance that the Germans have been forced to accept a Russian offensive, which threatens to expel them from

BIRTHRIGHT

(*By* R.G.)

I will give, says the world, six feet of earth to all
Or a little more, if one is over-tall,
To rest their bones or ash.

And to the coward and the petty soul
I will give no more than this universal dole,
Save goods and gear and cash.

For the poor in spirit shall be poor indeed,
The starveling heart shall like a beggar feed
On palaces, pelf and trash.

But to the heroic and generous I will give
My wealth and store, the power to soar and live
Like cloud-born lightning-flash.

I will give their own heart their hunger to assuage
And storming beauty in their very rage
And music in armour's clash.

They are the heirs of peace, masters of wars,
Lords of the sounding seas, land's avatars
Wielding Time's fateful lash.

I give them all: for even as they die,
With nothing in their hands save victory
Or hope forlorn and rash,

I yield to them (says the world) my grace and glory,
My might and majesty, my jewelled story,
To lie with their bones and ash.

Goebbels—The unintelligent British do not understand the deadly nature of the flying bomb, in spite of my very convincing arguments. . . Idiots !

—Specially drawn for the MADRAS WAR REVIEW

Central Poland, the Baltic States and East Prussia, with little armour and less air support because of great dangers impending in France and from Lwow to the Baltic Sea. This marks the beginning of a process which would inexorably lead to the ultimate collapse of the Germans.

DUTCH AIR SQUADRON IN CEYLON

The story of how the Dutch Squadron which formerly belonged to the marine Luchtvaartdienst in Ket oosten, the Royal Netherlands naval air force in the Far East, brought their catalinas from Australia to Ceylon in the weeks following the Japanese occupation of the Dutch East Indies can now be told for the first time.

It was in March 1942 that the squadron, which had been much depleted as the result of the terrific battle of the Java seas, was forced to evacuate Tjilatjap, the last remaining base to reach Ceylon with four damaged catalinas, and these formed the nucleus of the squadron. Meanwhile, news reached the commanding officer that others of his old colleagues, together with five catalinas, were in Australia and he decided to instruct them to fly the machines across the Indian Ocean to rejoin the squadron. "At that time no catalina had ever made this long sea crossing non-stop, but I felt that it was just within the capabilities of the aircraft," he said, "anyhow, I very much wanted both men and planes at that particular time." He went on to say how he anxiously scanned the horizon on the day the flying boats were scheduled to reach Ceylon.

"At last I saw one coming and it made a good landing," he said, "but I was anxious about the fate of the others;" however, all five arrived. The great flight had been achieved successfully. Soon other catalinas were brought from the United States and Dutchmen from other parts of the world came to join the squadron.

Since coming to Ceylon the members of the Dutch squadron have flown something like 18,000 hours on Anti-Submarine patrols convoy escort duties and all the other jobs that come under the heading of general deconnaissance, in addition to taking part in some of the rescues which have been achieved by flying boats in this part of the world.

SPIT PILOTS

For the past year a number of Indian pilots have been in Great Britain training to fly spitfires. They are the first Indians ever to fly these famous machines.

"I talked with three of them when I was on the North West Frontier recently," said an Indian Air Force Public Relations Officer. "They were the first to return to this country and were very proud to have been selected to learn to fly the Allies' best fighter.

"These three will soon be on operations on the Frontier, but all of them hope it will not be long before they are posted to the Burma Front. Then they hope to be back on 'Spits' which they think is the finest fighter ever designed. Their ambition is to fly the latest model Spitfire—the Mark 14—against the Japs.

"Meanwhile they do nothing but talk of the hospitality they found everywhere in the United Kingdom. They're glad to be back in India, but—they had a grand time over there."

S. H. A. E. F.

By ALAN MOOREHEAD

A FRIEND of mine who has been down to General Eisenhower's headquarters says that it is a very unpretentious affair indeed just a nondescript building which you would pass by without noticing except for the military police prowling about.

The inside is not very impressive either. My friend estimated the general's room at about 20 feet square and apart from the usual wall-maps the only things that really caught his eye were an exceptionally large walnut desk, a loudspeaker and a radio table, two overstuffed chairs and a couch. There is also a fireplace. And the general has a private exit to his garage.

Just outside this room there is a modest series of ante-chambers containing two women secretaries, one American, the other English and two officers, Lieut.-Colonel Ernest R. (Tex) Lee (American aide-de-camp), and Lieuttenant-Colonel James Gault (British), and various others.

OPERATIONS ROOM

The whole place evidently is in pretty sharp contrast to the marble halls where the dictators plan their campaigns.

My friend was not permitted to penetrate into the joint operations room, from which the signal for the invasion to start will be given, and from which the whole battle will be directed.

This has been built on more ambitious lines —special ventilation and lighting, a telephone system which can link up the commanders with Washington, or even our bombers over Berlin, and, of course, special guards on the door.

This underground room, which probably none of us outside the High Command is ever going to see, is the heart of the military organization known as S.H.A.E.F.—Supreme Headquarters of the Allied Expeditionary Force (pronounced *shay-ff*)

It is not a new idea, since we tried out a combined command in Algiers. Finding the thing worked on the Mediterranean, Eisenhower transported it over here on a much larger scale.

THE THREE

In the last resort S.H.A.E.F. boils down to three men, two Americans and one Englishman—Eisenhower at the top, Lieut-General Smith, his Chief-of-Staff, and Tedder, the deputy Commander-in-Chief. All three are supposed to be everything rolled into one—soldier, sailor, airman and politician.

Under these three come five other men who have their own headquarters elsewhere, but who regularly get together for conferences in the Joint Operations Room.

These are Montgomery who will lead the British, Bradley who will lead the Americans, Crerar who will lead the Canadians, and the two British service chiefs, Leigh-Mallory of the Air and Ramsay of the Navy.

Of these eight top men, you will see then that one is Canadian, three are Americans and four are British. That is the general idea of S.H.A.E.F.; alternate British and Americans through the Commands.

As yet, S.H.A.E.F. has not quite got around to designing its own uniform, but it has a special badge. A purist might find the design a bit exciting, but the Army likes it and the symbolism is impeccable.

This is how an American colonel explained it to me: "The flaming sword here is the Sword of Liberation. The black background is Nazi oppression. The rainbow at the tip of the sword contains the colours of the United Nations. And then finally this bit of blue at the top—well, that represents the tranquillity we are going to bring to Europe."

Like most of the other staff officers, the colonel was enthusiastic about S.H.A.E.F. It is all too easy, of course, to talk about "an atmosphere of optimism" and "perfect co-operation" and all the rest of it; actually, as far as I have been able to find out, it's true.

A good many people in the Algiers set-up (including officers I have known for years during the desert campaigns) have been brought back here largely because they have the experience, but partly because they have learned to work fluently and amicably with men of another nationality.

There was a kind of purge down in Algiers some time ago. British and American officers who could not get along together were removed. Eisenhower's line was, "You may be a good officer for another job, but you are no good in this headquarters." The general was blunt about it in the last conference he gave to war correspondents before he left Italy.

The flaming sword badge of S.H.A.E.F.

EISENHOWER'S PERSONALITY

Eisenhower has, I suppose, the most friendly face I ever saw on a general, and the most friendly voice; but he caused a silence in the room when he suddenly burst out with: "I want to make this clear. I won't have on my staff any American officer who cannot get on with the British: and I won't have any British officer who can't get on with the Americans. That goes for correspondents too. I won't have any correspondent who writes anything that disturbs our relations."

There was something else which threw these S.H.A.E.F. officers together. In the early days in Algiers, when things were going wrong both politically and militarily, the Allied Command was being criticised pretty strongly from both America and England. This had the effect of uniting the responsible British and Americans in Algiers. Although they did not say so, it was quite clear that their attitude was: "Here we are working 16 hours a day and trying to fight a battle and all we get is abuse from home."

At any rate, a new kind of atmosphere, not British or American, but something in between, was created, and has now been imported here. Probably the key to the whole thing is Eisenhower's personality.

For the rest the organization of S.H.A.E.F. is mostly a vast development of what we had in the Mediterranean. Underneath the supreme headquarters the command is split into a dozen different departments, notably: Operations, Supply Intelligence, Personnel (this includes welfare of the troops), Engineers, Civil Affairs (an elder brother of A.M.G.O.T.), Adjutant-General, Psychological Warfare and Public Relations (or Press and propaganda), Medical, Signals and the Headquarters Command.

All these departments have generals at the top, and, at the moment, they are scattered about all over Britain.

Communications are the big thing. S.H.A.E.F. has to be able to plug into every unit in the combined Services, and so the radio and telephone systems have run into millions of pounds.

S.H.A.E.F. also keeps a fleet of cars and a nine-carriage special train to get senior officers around the huge command.

It also has, in addition, a squadron of aircraft. There is a growing tendency for the top men to run a big transport plane that will carry a jeep. In this way they save time in travelling between airfields and outlying units. The planes themselves are fitted up as offices and sleeping quarters.

Then, finally, the whole headquarters is so adjusted that it can pack up and move across to Europe when the time comes. Wherever the army goes S.H.A.E.F. will eventually follow until the day when the German armistice terms are brought into the joint operations room. (*—Contact*).

It had rained heavily all day and the camp was completely flooded. Going his rounds just before "Lights Out," the sergeant caught two of the men washing in the floodwater.

"What d'you think you fellows are doing?" he bawled to them. His voice brought an officer on the scene.

"What's the trouble, sergeant?" he asked.

"Why, these dirty beggars are washing themselves in the water they're going to sleep in!" was the disgusted reply.

* * *

Recruit: "Shall I mark time with my feet?"

Sergeant-major: "My dear fellow, did you ever hear of marking time with hands?"

Recruit: "Yes sir, clocks do it!"

SESHIAH, THE CURIOUS VILLAGER

(*By* R.G.)

CANTO III—*First Instalment.*

The months went by and gallant Poles
Lost all they had, except their souls:
Across the North Sea some Norwegians
Betrayed their honour and allegiance
And to our language added Quisling,
A word less savoury than brisling:
The Danes, poor folk, were simply squashed,
By Nazis bossed or firmly Boched:
The Belgians and the valiant Dutch,
Who trusted (but not very much)
In their neutrality, were crushed
By aeroplanes and panzers, rushed
Across their land, while Hitler brushed
Aside the promises he'd made
To keep them from seeking timely aid.
When they resisted, trying hard
Their land and liberty to guard,
The Fuehrer was a bit annoyed
And measures suitable employed,
Of which the nun-like parachutist
Was probably the best and cutest;
But what gave special pleasure to
The Goering—Goebbels—Himmler crew
Was bombing Rotterdam, a spot
Well worth a visit, with a lot
Of high explosive, till a quarter
Was only so much bricks and mortar.
The French and British armies tried
To stem the Nazi flood, and died
In many places gallantly,
But never gained a mastery.
They-had not practised hard enough
To grapple with the Nazi tough.
In combat man to man they might
Have fought a more than equal fight:
But Nazis came in large machines
In tens and dozens and fifteens
And filled the air with bombers diving
More numerous than bees at hiving,
And all the roads with ranks and ranks
Of spitting armour-plated tanks,
While Allied generals, mustering all
Their armament mechanical,
Found they could not at any point
Produce a soundly-welded joint.
The stuff was good, but what to do?
Both tanks and planes were far too few.
As some one said in a debate,
Venturing the brutal fact to state,
We sent too little and too late.
And so, being rolled up right and left
And of the Belgians quite bereft,
Our forces did what still they could
And got while the going still was good:
And by a tricky piece of work
Evaded capture at Dunkirk.

Seshiah heard the news in patches,
In bits and snippets, fits and snatches.
But since he could by force of habit
Like any conjurer with his rabbit
Extract from fragments of the news
The solid facts and tastier views,
He saw the picture half-complete
Of irretrievable defeat.

STRATEGIC BOMBING AND LAND BATTLES

THE Allied air offensive against Germany itself, the strategic bombing of the great industrial centres and war factories, continued during the period of preparatory and tactical bombing in occupied France, Belgium and Holland. This has been very necessary, if only to prevent any recovery from the far-reaching effects of the great bombing offensive of 1943 and early 1944; it was essential, as it still is essential, not to allow the German war industries a breathing space.

This was all the more important because the damage to the enemy's forward supplies and communications would have a far more serious effect if the German war factories were prevented from making any adequate recovery. Krupps of Essen, for example, was gradually being repaired. It was Germany's largest single heavy engineering and armaments plant, and if it could again produce locomotives and shells the ammunition dumps destroyed in Northern France could be more easily replenished, and the 450 locomotives, destroyed or seriously damaged during two months' bombing of the French and Belgian railways from the beginning of March to the beginning of May, could more easily be replaced.

HEAVY ATTACK ON ESSEN

A major attack on Essen was therefore made by Bomber Command of the R.A.F. on the night of April 26 and Krupps works were reduced to the state in which they had been left after the attack on the night of July 25, 1943, the last and most destructive of a series of attacks on Essen during the main battle of the Ruhr.

Similarly the destruction done on forward airfields in France and the Low Countries would be the more effective since the United States Strategic Air Force and Bomber Command of the R.A.F. continued their attacks on aircraft factories and centres of the aircraft industry in Germany. Strategic bombing of Germany was an indispensable preliminary, and accompaniment, to air attack on the supplies and communications of the German armed forces in the West. At the same time this tactical bombing was only one of many forms of offensive action, on all fronts, which was prepared for, sustained and supported by the air attack on Germany itself.

Some idea of the strain to which the German war industry has been subjected may be obtained from a raid assessment in terms of loss of man hours, of Bomber Command's 96 major attacks on 29 industrial towns in Germany from March 1 to December 31, 1943. It is estimated that these attacks cost the enemy 2,400,000,000 man hours, or 1,000,000 man years. Assuming the whole of this loss to have fallen on the towns attacked this is actually 36.1 per cent of the whole industrial output of these 29 towns, which included Berlin, during the nine months of attack, or 30 per cent of their potential output during the whole year. These figures are certain to be an absolute minimum, because they have been reached without taking into account certain factors, such as loss of production resulting from administrative disorganization, which cannot be measured.

NAZI WAR OUTPUT REDUCED

The 29 towns attacked were not, of course, selected at random from among all possible target towns, but were bombed because they contained the highest proportion of essential war industries. They manufactured, for example, more than half the electrical engineering products, machine tools, and rubber products; and only just under half the aero-engines, made in the whole of Greater Germany. So, during a critical year, the forerunner of a yet more critical period, on the above assumption, Germany was deprived of four months output from every single industrial worker not only in the largest but also in the most vital industrial centres. In the spring of this year, about three months later than the period for which these figures have been worked out, it was estimated that production in Berlin, the enemy's largest manufacturing centre, was at least 40 per cent below what it was a year ago.

These figures do not take into account the loss of production caused by shortage of manpower resulting from the absorption, as it has been estimated, of at least 3,000,000 men into the active and passive defence of German cities.

Actual shortages of weapons on the battle fronts are not always easily detected for the obvious reason that the enemy's first reaction to such a shortage will be to assume a defensive strategy and in many cases defensive tactics. There can be no doubt that shortages resulting from Allied air attack have played a great part in forcing the enemy on to the defensive on all fronts, by sea, air and land. But there has also been evidence in recent months that the enemy is finding it increasingly difficult, as a result of bombing to keep up the tank strength of his Panzer divisions.

The enemy's shortage of aircraft, as a result of the United States bombing of the enemy's main aircraft works and of the R.A.F.'s bombing of the towns in which factories making aircraft components were concentrated, is too obvious to need emphasising.

A most important strategic consequence of the Allied bombing of Germany, and one which should have immediate significance at the present time, is the effect which it has had on the structure and disposition of the German Air Force. In 1942 the Luftwaffe was a well balanced force with an efficient proportion of bombers to fighters. The bombing of 1943 made this impossible, as it also deprived the German armies in Russia and the Mediterranean of the greater part of their air cover and close support.

LUFTWAFFE—A DEFENSIVE AIR ARM

The Bomber Command's part in the dislocation of the German Air force and in changing it from an efficient weapon for co-operation with land armies to a largely defensive arm has been to cause the enemy to build and maintain a force of many hundreds of twin-engined, highly specialized night fighters for the protection of Germany against night bombing. In order to do this the Germans have had to convert large numbers of twin-engined bombers into night fighters, and recently the Germans have even been forced to get trained bomber crews to man the night fighters.

At the present time this has two consequences. It means that almost half the enemy's fighter strength on the Western front consists of highly specialized aircraft which are of little use for anything except defence against night bombers; these twin-engined fighters cannot stand up against single-engined fighters in day time and could only be used as a desperate expedient for army co-operation work. And it also means that instead of a large and efficient bomber force, at a time when this would be of the greatest value to support the German army in the field, the enemy now has a force which is both small and relatively inefficient. The effect of maintaining this very large force of night fighters on the enemy's production of single-engined fighters must also be of great consequence; it has occupied a large part of the enemy's industrial resources at a time when he was in great need of day fighters.

CALCUTTA OPENS FIRST SERVICE ART CLUB.

That there is a wealth of artist talent among servicemen is shown by the popularity which has attended the newly formed Services Art and Handicrafts Club in Calcutta.

There were over 300 exhibits, depicting soldier-painters' work, at the first services' art exhibition held at the club. Many entries came from forward areas.

The paintings and sketches covered a variety of topics, many of them portraying Indian scenes. The critics were impressed by the quality of the exhibits, which had a note of spontaneity and freshness about them.

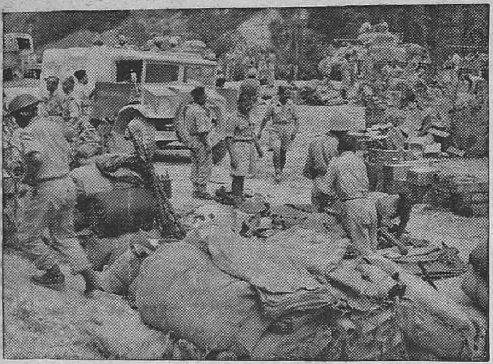
One of the best was "Cedars-Darjeeling" by Cpl. Geoggrey Holdsworth, "Langdale", Kirkstall Lane, Leeds, in water colours. He was in peace time a lithographic artist and designer and was at Leeds School of Art. Other striking exhibits were "Market Darjeeling" and "Paddock Calcutta" by Lieut. Norman Peace, R.N.V.R. of 3 Beechlown, Epsom Road, Guildford, Surrey. Lieut. Peace was in peace time an artist and an A.R.I.B.A.

The Club room at the Government School of Art, Chowringhee, has become a popular meeting ground for soldier artists. There are pictures to study and a library is being built up.

Artists' materials are on sale at the club room as well as at the amenities store. Art classes for beginners and for advanced students, are held. Postal tuition is also provided for those in remote areas.

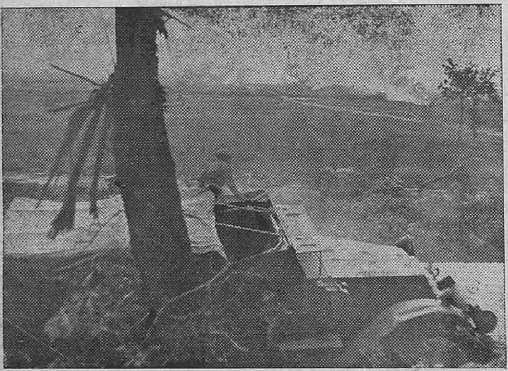
The club has plans for exhibitions throughout the summer—Bengali folk art, war paintings and other subjects—have been suggested—and progress to hold another services' art exhibition in the autumn.

PICTURES FROM



The German armies in Italy are in full retreat. Tanks and Indian Troops are seen massing for the Allied advance.

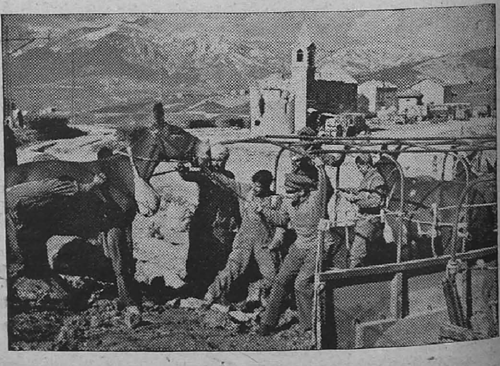
Crossing a river under cover of a smoke screen and machine-gun fire.



A terrific artillery barrage preceded the Infantry assault against strong points of the Gustav Line.

Sikhs advancing under cover of smoke.

Here are some of the men being decorated by Lieutenant-General Alfrey.

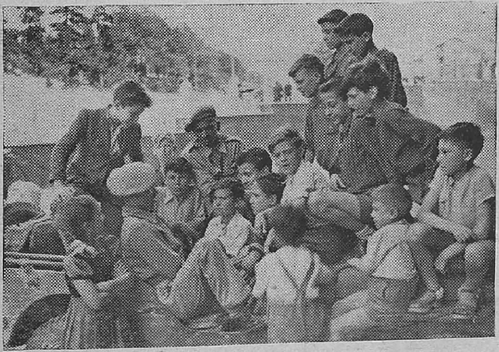


The mule's life in Italy is a hard one but the R.I.A.S.C. mule companies have done sterling work in carrying supplies.

THE ITALIAN FRONT

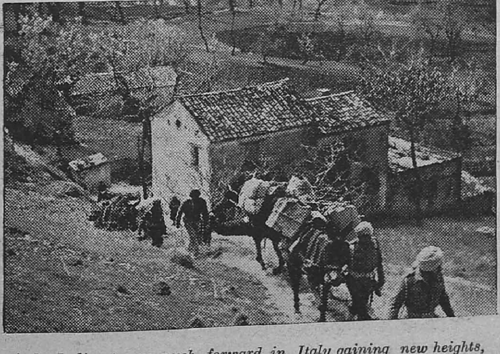
They chat with a United States Army Driver in St. Peter's Square.

Sher Mohammad points out Interior of Colosseum, not damaged by bombing or shelling, to his friend.



They make friends with Roman children.

Indian Troops feed hungry Italians.



Asthe Indian troops push forward in Italy gaining new heights, all supplies are brought up by the mules of the R.I.A.S.C.

THE BATTLE FOR ROME.—Mahrattas enter the town of Castrocielo in t e Liri Valley after it had been occupied by a North Indian Regiment.

BRITAIN'S LIGHT NAVAL FORCES' ROLE IN LANDING OPERATIONS

THREE times S.H.A.E.F. communiqués have mentioned desperate attempts by German E-boats to break up convoys of supplies on the way to France. Every time "they were intercepted by light coastal forces and damaged before they could make good their escape."

The story of Britain's light naval forces, the greatest speedship fleet the world has ever seen, is one of the most dramatic stories of the war and also the story of one of Germany's most humiliating defeats.

The 1940 personnel numbered some 200 men; now it numbers some 20,000, 99 per cent of whom are volunteer reserve.

In the words of the late Commander Hichens, R.N.V.R., "I have under me two solicitors, an insurance agent, a tea planter, an artist, a professor, an would-be politician, and a lot of men too young to have done anything before the war." But to quote M. Maisky, "the sea is the natural element of the British; on it they are unbeatable."

The story begins with the last war. As a contemporary newspaper commented, the M.T.Bs. are a purely British product, first evolved in England during the war of 1914–18 and continuously developed since. It reflects great credit on those firms who have devoted themselves to their design and construction.

Research, in the years of retrenchment and the unilateral disarmament which followed, was kept alive by such men as Sir Henry Seagrave, who gave his life and Sir Malcolm Campbell, who risked his in the improvement of these crafts.

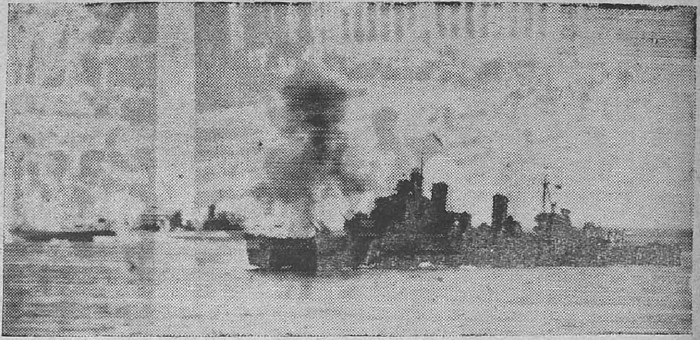
THE FIRST FLOTILLA

It was not until 1935 that the Admiralty undertook the construction of the first motor torpedo boat flotilla on the designs of Hubert Scott Paine, equipped with the 500 h.p. Napier Sealion engine and with a speed of 35 knots.

Meanwhile, orders from abroad poured into British shipyards. Thorneycrofts built several different types, one for the Defence Department of the Philippines, and Vospers of Portsmouth undertook orders from Greece and Sweden.

An interesting description was given in 1939 of an M.T.B. built by the British Powerboat Co., 70 feet long, fitted with three 1,000 h.p. Rolls Royce Merlin engines and heavy armament—the first clear impression of the great striking power of these new craft.

Meanwhile, the Germans were hard at work, concentrating with typical scientific thoroughness, on the light craft which together with the U-boats were designed to destroy the Royal Navy.



H.M.S. Glasgow *firing alongside U.S.S. Quincy during a recent action.*

The depth of their failure is indicated by the deadly reputation of the British boats. E-boat commanders are awarded the Iron Cross for three engagements against them. The E-boat alley has now been called "coffin alley" by the Germans.

THREE MAIN CATEGORIES

These "Spitfires of the Sea" include three main categories:

M.T.Bs. used for the one purpose of attacking enemy shipping—the smallest and fastest vessel capable of carrying a torpedo, with a cruising speed of some 40 knots.

M.G.Bs. are "destroyers of the coastal forces," about 100 feet in length, with heavy armament, attacking at a range of 300 to 100 yards.

M.Ls., or motor launches, are used for mixed defensive and offensive work. Launch is an unfortunate name for a ship that can go under its own power to St. Nazaire, fight a terrific action and make the return journey still under its own power, not the sort of name for a pocket Leviathan that packs the punch like that.

In January it was announced that these small ships had fought 230 actions in one year, sunk 72 enemy vessels and severely damaged 30 more, a score which includes cruisers and destroyers.

The *Manchester Guardian* wrote: It is a stirring task these little ships accomplish as they dash into the assault and out again by darkness. It is a feat of great physical endurance to stand up to the buffettings inflicted by these impetuous cockle-shells at sea.

This heroism is now playing a great part in the successful reinforcement of Allied armies in France.

INDIA'S SAILORS LEARN AS THEY FIGHT.

Thousands of Indian young men and boys are completing their education—free of charge—in the Royal Indian Navy. Whether ashore or afloat, they combine schooling with their naval duties. Artificers receive instruction beyond the Intermediate standard of the Indian Universities, and all ratings can take the equivalent of a Matriculation course.

At the outbreak of war there were only a dozen schoolmasters in the Royal Indian Navy. To-day, there are 200 highly qualified schoolmasters. In 1939, lessons were given only in the Bombay Naval Dockyard. Now there are first-class educational facilities in all the major establishments. There are no fewer than 90 R.I.N. schoolmasters in Bombay alone. A number are serving afloat, and 15 others are attached to recruiting centres.

Instruction is imparted in both English and Hindustani. Educational examinations are held throughout the Service every year, and about a thousand candidates volunteer to appear at each. To secure promotion, a rating has to qualify both professionally and educationally.

On enrolment, schoolmasters must themselves "go to school again" before they take up their duties. They attend a course lasting five months and including such subjects as wireless, nautical astronomy and navigation, tides, compass errors and corrections and field training.

Most of the schoolmasters are rated as Chief Petty Officers, though nearly 35 schoolmaster appointments are at the present time held by Warrant or Commissioned Officers. Entrants must be graduates between the ages of 21 and 35; they are enrolled for eight years on Active Service and five years in the Fleet Reserve. Preference is given to Science graduates or to Arts graduates with Mathematics as one of their subjects.

HOW LANDINGS ARE MADE

By A BRITISH NAVAL OFFICER

FROM the great assault ships, several miles out to sea, are launched the tiny boats which take in the first troops. With these columns come the support craft and flak craft for laying a curtain of fire in front of our men landing on the beaches.

Also with this wave come the craft which carry the naval beach commandos.

As the first amphibious tanks stream on to the land, firing as they go, the clearance units get to work. Bulldozers and other heavy machinery clear the foreshore, smashing down steel and concrete barricades and treating barbed wire as though it were cotton.

Meanwhile the naval beach parties are putting up flags to mark the limits of the beach and to show which passages have been cleared for the following craft.

Within a very short time, if the initial landing has been successful, communication is established with the flagships at sea and a strict and accurate time-table of landings is being adhered to.

The beach masters have surveyed the shallow water and know the best spots for beaching the various types of craft. These are flagged in. They unload as quickly as possible and retire to make room for the ever-increasing numbers waiting their turn to beach.

At this stage, the beaches may still be under machine-gun fire. Certainly the enemy will be shelling them, but the landings go on in ever-increasing tempo. As the Army pushes inland, overwhelming the defences, larger craft start coming to the shore. These are the tank landing craft, the infantry landing ships which disgorge hundreds of men, and the craft which land such things as vehicles, guns and spare ammunition.

In a few hours, thousands of men are put ashore and with them thousands of tons of material. At this stage everything is mobile. What is not packed in tanks or vehicles, is carried on men's backs.

This is the first wave. The second follows hard on its heels—such things as mobile kitchens, food, more ammunition and, of course, more and more men and guns and tanks. This is how an Army is gradually built up on shore. From small beginnings it grows in a matter of hours to a fighting machine of great power—and every item of euipment and every man is put ashore by the Navy.

One of the best stories being told inside Germany is about a man who stands for hours in a queue waiting to buy some clothes at a local store, and the queue doesn't get any shorter.

Suddenly he goes wild with rage and shouts: "Queues, queues, queues alll the time! Who is to blame? It is Hiter! I will go and kill him!"

He rushes off, and after great difficulty finds Hitler's house. Of course, there's a queue there, too.

Officer of a Commando unit gives final instructions to two camouflaged snipers off to watch a German-held house on the edge of Breville.

Enemy ground crews taken prisoner in Normandy. They include Poles and Czechs conscripted by the Germans. (A radio photograph.)

GENERAL THANKS ASSAM REGIMENT

After their memorable show at Garrison Hill and Hospital Hill a battalion of the Assam Regiment was given the task of defending the right flank of a division on the spur below the village of Pulebadze. They did their job so well that they have now received a message of congratulations from the Divisional Commander, writes an Indian Army Observer.

The message, addressed to the Commanding Officer of the battalion says: "I am writing to you to express my warm congratulations and thanks for the valuable service which your battalion has rendered during the time that it has been operating with my Division.

"I should be glad if you would convey to all ranks of your battalion how much I appreciate the keen way in which they have carried out their constant patrolling in thick and difficult country and their success in ultimately clearing the small but strong Jap position located on the spur above them. I congratulate your battalion."

LANDING SCENE

By LIEUTENANT HOWARD FRENCH *of Britain's Royal Naval Volunteer Reserve*

What is a landing scene like? What are the feelings of the men in a mighty assault fleet as the operation begins?

Some idea may be gained from this graphic description of one of the final assault exercises conducted off the Coast of England. It was written on board the flagship from which the operation was directed.

NEVER before in the history of the Royal Navy has so spectacular a Fleet sailed from this port.

East and west, as far as the eye can see, there are small craft, tank landing craft, infantry landing ships, flak ships and destroyers—thousands of ships filling the whole sea, thousands of White Ensigns, the flag of Britain's Navy fluttering in the evening breeze.

Here is the latest form of sea power, demonstrated in unforgettable strength. And this is only one force. From other ports similar forces, thousands strong are converging on their landing points.

Earlier in the evening we had anchored off the coast and for hour after hour watched landing craft of every description steam past to take their position in the convoy. Then as dusk was closing in, we took our place and the giant convoy steamed into the darkness. Not a light could be seen, not a sound heard but the pulse of many engines.

Gradually the soldiers in the flagship drifted off to bed. Their task would start at dawn and they needed all the sleep they could get. In all the other ships it was the same. The Army slept by their guns and tanks, while the Navy guided them through the night, alert and watchful for any attack by the enemy.

But no attack came. Nor did enemy surface units attempt to interfere during the night. Unexpectedly it was a quiet passage.

With the first flicker of dawn, a flight of Spitfires wheeled over the convoy like seagulls in quest of a morning meal. I was standing at the rail with an Royal Air Force Officer.

"I know what you're thinking," he said. "Where's the rest of the air cover?"

Without waiting for me to reply he added: "The aircraft are there all right. Some so high you can't see them with the naked eye. Others out to sea waiting to intercept the Luftwaffe before they have a chance of attacking us."

Almost as he spoke, more aircraft droned over us towards the beaches. It was still too dark to see. These were the bombers going into pave the way for the landings. From then on wave after wave of fighters and bombers whisked across the sky to the beaches.

Then came the landing craft, column upon column of tiny craft headed by flak ships and support craft. By this time we could just make out the coastline and once again the picture was of ships, ships everywhere.

Soon signals began coming in. Beach obstacles had been cleared. The first wave of infantry were landing. In face of reports of accurate shore fire, smoke-screens were being laid and the picture was cut off. But the signals kept coming in. On the bridge the Admiral and his staff were checking the timetable. This was a dress-rehearsal—the last chance to correct mistake in a programme depending for success on timing accurate to the minute. From the smiles on their faces it seemed that all was well.

Later I went ashore. By this time, the Army headquarters was established behind the beaches. Radio units had dug themselves in and were sending off their messages. The beaches were churned to fine dust by the tracks of many vehicles, and still men and materials were pouring on to the shore.

The beaches themselves looked as though a tornado had swept across them. Steel obstacles lay in pitiful heaps of twisted wreckage. Concrete pillars had been blown into heaps of twisted rubble.

For some time I watched the landing craft coming in. One after the other they touched down and men came pouring out as though from a factory at lunch time. Each man was carrying a pack. At this stage, I was told every item of equipment is either in a vehicle or on a man's back. Mobility is the key to success in this phase of the operation.

All the morning, as the sun rose over the thousands of yardarms, the ferry service to the beaches continued. And in six hours thousands of men, their tanks and lorries, ammunition and food trundled into the country behind the shore.

The first phase of the operation was drawing to a close. The empty craft were drifting off to reload. Soon afterwards we followed them. The senior officers of the three services held a conference and discovered any possible source of error. For the rest of us, the tension dissolved. The operation had gone according to plan.

TRAINING FOR ASSAULT LANDING

GIVEN fully trained soldiers, very careful special training is still needed for an assault landing.

This type of operation has the following peculiarity: the assaulting troops arrive in front of the enemy's positions in unnatural and bunched tactical formations, imposed on them by the vessels in which they must travel, and they arrive without any of the supporting fire normally available for an assault. In consequence, craft must be designed to give the best possible tactical deployment from the moment of landing, and craft and methods must be invented to replace the fire support that the assaulting troops cannot provide for themselves.

The problem grows more complex as the size of the Force increases. An infantry battalion can be carried in assault landing craft, ordinary motor boats with very little armour. But their transport cannot. If the attack is merely a raid and the troops will re-embark within, say, 24 hours, the lack of transport will hardly matter. If they are to stay on shore and move inland, they will need their transport. Likewise they will need tanks and artillery. That will necessitate the use of larger craft and more supplies; and that will, in its turn, affect the plan of attack.

The attacking force will also need air support, and bombers will need fighter protection. That will lead to the demand for the early capture or construction of landing strips. That, in its turn, will affect the nature of the equipment and of the specialist troops to be landed and their priority in landing. So the story proceeds. Every increase in the size of the force brings in its train problems of supply and of priorities. And all these vitally affect the training of every man.

These problems have been solved. Let us look at the training through which the men have gone.

The training of an assault division was generally done on the basis of brigade training. Altogether there were nine training centres available in Britain for British and United States' troops. All these involved clearing many square miles of populated countryside, so that live ammunition could be used during the training.

On arrival in the training area, the first training stage was on a platoon level. One landing craft used for training carries 35 men. These 35 men had to be built up into a combat team and made completely familiar with their weapons and the method of their use against wire, mines and strong points. The team would be strengthened by the inclusion of special weapons or methods of attack. From there, the training would advance to company training, followed by battalion training. In each phase there would be a full exercise, using landing craft, and with "live" fire.

In all these, one of the points emphasized would be the balance between individual initiative by the men and control by their leaders. Finally, there would be a brigade exercise, again under full field conditions, with the problem of proper control of the operation paramount.

At the same time, the specialists would be rehearsing their tasks. At these schools the Engineers would find replicas of every known defensive device used by the Germans, and would practise their destruction. Tank crews

would work out their drills for waterproofing their vehicles and become perfect in the none too easy methods of loading their tanks on to landing craft, and the swift dive into the shallow water when approaching the beach. And the signals units would be working out the most satisfactory communication nets.

All that could be considered as basic training. Every division taking part in the assault has rehearsed its actual task at least once over similar ground and much more frequently on scale models of the section of coast they were to assault.

The purpose of these combined training centres was not only to train soldiers as units but to train them as part of a combined team. Consequently, all the Naval and Royal Marine crews of the small landing craft have also passed through them, to see at first hand how their work tied in with that of the army and to become familiar with the army methods of organization. The beach units which control the landings as they take place are mixed teams of soldiers and seamen.

GETTING IT RIGHT TO THE MINUTE

By LIEUTENANT LANCE DALZIEL

Large and small-scale rehearsals held in secret along the coast of Great Britain preceeded the landings. These rehearsals were carried out in all weathers and were just part of the months of careful planning. Here is the story of some of these preparations.

IN October 1943, after the strategical and tactical plans for the landing operations had been made, naval staff officers of the various landing forces involved began their task of planning in detail.

It meant arranging for thousands of men, tanks, vehicles and ammunition to be landed on the beaches at times accurate to the minute. It meant landing naval beach parties, to clear not only the shore, but also the shallow waters approaching it. It meant estimating how long they would take to do their job, and how soon the craft could start beaching in quantity.

To land the men and material required by the Army meant convoys of many hundreds of craft ranging from small boats to huge assault ships, destroyers to bombard the coast and destroyers to protect the convoys. Plans had to be made to marshal all these craft so that the Army should get the material it wanted in the order in which it was required. On top of that flak ships, gun ships and various other support craft had to be off the beaches to back up the first assault wave.

It was a gigantic task. Nothing on such a scale had been attempted before, though the experience of landings from North Africa to Anzio was available to draw upon.

As the planning officers began to bring the mass of detail into order, the first craft began to steam towards the practice beaches. Small scale rehearsals were carried out, at first with empty craft. Then the Army was brought in and combined exercises in brigade strength took place. So it went on, until in the early months of this year, big-scale landings were being practised.

At each exercise the planning officers stood by with stop-watches. Tank-landing craft, motor-transport craft and infantry-landing ships rehearsed disgorging their cargoes on beaches until they could do it exactly in the time required.

One of the planning officers, Commander A. C. Duckworth, R.N., of Ardingly, Sussex, who was with the Eighth Army in the Mediterranean, said:

"Accurate timing is one of the most vital factors in making a successful landing. It is essential to know exactly how long it takes each type of craft to unload."

One reason why this knowledge is essential is because plans have to be revised, in the light of intelligence concerning enemy movements, right up to the last possible moment.

A gun may not be put out of action. The enemy may make a last minute change in his troop concentrations. These factors have to be taken into consideration, and last minute alterations have to be made in the landing plans. This is the reason why the plans can never be regarded as completed until the landing has actually taken place.

The staff planning officers go to sea with the fleets, advising the senior officers, correcting and revising the plans they have been living with, even sleeping and eating with for many months.

Britain's Navy never regard their task as completed, for so long as there are Allied troops on shore they have to be supplied with an ever-increasing amount of stores as they progress inland.

STATE FORCES REGIMENT'S TROPHY.

A brass tumbler belonging to an officer of an Indian State Forces regiment fighting on the Imphal front would not stay in captivity with the Japs and returned to our lines within 20 days.

Before moving forward the officer put the tumbler in a dump but a cook took it with him to the forward area, where the Japs seem to have stolen it during a battle, writes an Indian Army Observer.

When a battalion of the regiment successfully attacked Sokpao 20 days later they found a tumbler on the possession of a dead Jap officer.

They identified it by the number stamped on it, and from that day it has adorned their mess table.

DOGRAS HAVE KILLED 400 JAPS VETERANS OF THE BURMA FRONT

With at least 400 Japs killed and many more times that number wounded, with but light losses to themselves, the 17th Dogra Regiment can say that it has well and truly measured the Japs and beaten him in recent months. And this is the record of one battalion of the regiment only.

No unit of the Indian Army can claim a longer record against the Jap than that of this battalion of the Dogras, seasoned as they are by tough campaigning in the initial battle of Burma, the rigours of 18 months' fighting in Arakan and the difficult conditions of the monsoon fighting on the Imphal front.

This battalion has won a D.S.O., five M.Cs., three I.O.Ms. and four I.D.S.Ms in the Burma campaign, a firm reminder not only of their valour but of the importance and military significance of the operations in which they have taken part. Theirs is a story which will bear telling again in the villages and farms in the foothills of the Himalayas, in Kashmir and in the Northern Punjab, where the brave surefooted Dogras have their homes.

It was with the famed Fifth Indian Division, on the Arakan front, that their adventures began. Already Dogras had earned a reputation for tough defence and fierce attack; now they were to take the battle to the enemy and make him suffer ghastly casualties.

After other successes the Dogras cleared the first road block on the Imphal to Kohima road and were part of the force which met the British troops who had smashed through from the north.

The Dogras have a proud record, worthy of their proud regiment. For valour and distinction few can surpass it.

SGT. DIVED FOR COOLIE: LIEUT. SAVED BOTH.

Sgt. J. Nicoll, Black Watch, of William Lane, Dundee, who is attached to Movement Control has been commended for brave conduct in India.

During the loading of a river flat a labourer fell from the gangway into the river.

Sgt. Nicoll was supervising the loading of the river flat from the head of the gangway. On seeing the man in the water he immediately jumped in and swam towards him.

The clutches of the man together with the strong current, proved too much for Sgt. Nicoll and both men would have been drowned but for Lieut. D. C. Whitworth-King, I.E., O.C., of a Docks section, who plunged in and rescued both.

"The Officer and the N.C.O. showed courage of a high order", says the citation.

BRITAIN'S MINESWEEPERS WENT FIRST

By LIEUTENANT-COMMANDER ROBERT FANE, D.S.C.

THE great seaborne operation on D-Day was made possible by the men in the minesweepers; but for them the assault force could not have reached the enemy coastline without crippling losses.

At the head of the invasion fleet steamed these little ships, sweeping a channel through the minefields, repeating the job they did in the landings on the Libyan coast at Sicily, Salerno and Anzio. If the landing craft were the spearhead of the attack, then they were the spearpoint.

Before a single soldier set foot on shore hundreds of minesweepers, built in Britain and the United States, cleared the way. There were Fleet Sweepers and motor minesweepers, Admiralty trawlers and converted fishing trawlers, drifters and a variety of other craft, all equipped to deal with either moored or ground mines—or both. Included in the force were "Smokey Joe's", coal-burning fleet sweepers which were serving in the last war; and ships which, still on the secret list, were recently launched from the slipways of Britain and the United States. Several of the British flotillas in the operation were, in fact, built in America under "Lease-Lend". They went into action side by side with sister ships in the United States Navy.

The weight of minesweeping material the force used amounted to 2,800 tons: the length of sweep wire embarked alone by the "oropesa" sweepers which searched only for moored mines, was nearly 70 miles.

What was the minesweepers' job?

Let us imagine we were in a ship of the leading flotilla. It was sweeping "oropesa", protected by its degaussing girdle from magentic mines.

Theoretically, only the leaders of the "oropesa" flotillas were exposed to risk of destruction, for the sweepers steamed in echelon formation, each with 250 to 300 fathoms of sweep wire towing from the quarter.

This sweep wire was buoyed by a torpedo-shaped float swimming wide from the ship. Each ship kept inside and respectfully astern of the float ahead.

With the sweepers steamed the Dan ships, always keeping just within the limits of the swept water, and dropping at frequent intervals flagged buoys to mark the channel's limits.

So the sweepers slowly carved a passage through the minefields, clearing the way for the great assault force.

The minesweepers were merely doing a routine job. Doing it precisely as many other "100 per cent" sweeps had been done to clear enemy minefields round Britain's coasts, in the Mediterranean, and elsewhere. First, they swept a narrow lane, and then widened it lap by lap.

Just a routine job, accomplished in face of incredible danger and difficulties.

"Jobs do not come any tougher", the minesweeping rating will say: "There's not much kick in sweeping mines—unless they kick you. Your job is not to chase the enemy and slap him down after a first-class scrap, not if you are sweeping mines. There is not much thrill about it, you just go on sweeping ruddy mines."

It may be monotonous work, but it demands a high degree of technical skill and a kind of cold courage.

This greatest minesweeping operation in history had to be completed to a strict time-table. Never before has any coast been so thickly strewn with mines. Undeterred by gunfire from shore batteries and attacking aircraft, they swept on, maintaining a steady course in tricky tides, keeping in perfect station to ensure that the Lines of Dan flags marking the laps were dead straight.

They did pause to sink mines that their serrated sweep wires cut adrift, for if one ship parted its sweep it fell out of formation and the next moved into its place. But always the sweep went on.

By accurate navigation they left no "holidays", little unswept patches in which a mine might lurk to destroy a following ship. Sometimes mines exploded in their sweeps; when they were cut free and bobbed to the surface they were destroyed by the gunfire of attendant ships.

So this gallant minesweeping force of British and American ships shepherded the assault fleet through the minefields to make the first landing on the North European coast.

Ten thousand officers and men comprised the minesweeping force which cleared the Channel, and is still keeping it open. Their ships have seen much service in most theatres of the sea war.

The "Smokey Joe's" have swept mines in all the Home Commands. They have been so busy that once the Commander of this flotilla described the sea as "positive sago pudding of mines swept." Another flotilla has spent one winter or more in Russian waters after taking out convoys. It stayed on to help in keeping clear the White Sea channels. When not minesweeping, some ships of the force have taken part in the Battle of the Atlantic. Others have swept on the flank of the armies in North Africa and Italy, and escorted convoys in the Mediterranean. At least one ship has taken convoys to both Russia and Malta.

Men in the minesweepers do not expect to receive the public appreciation their work deserves. They operate in secrecy and the result of their efforts must be kept secret, too. News that a minefield has been cleared in a particular position would be welcomed by the enemy; such a success, kept secret, is a victory won, for it means that convoys may move safely through areas the enemy regards as "closed".

Every day since the outbreak of war the channels round the coasts of Britain have been swept, with or without result. The war of enemy minelaying versus Allied minesweeping goes on unceasingly. It is a never-ending test of wits.

In one case a minefield was laid by an enemy submarine. The field was discovered and the minesweepers went to work. They suspected that the enemy was watching them, so they carried on as usual with the sweeping shapes hoisted at masthead and yardarms. But they were not sweeping: they were merely going through the motions. Consequently when the submarine returned to re-lay the field he was blown up on one of his own mines.

When the full story of the minesweepers can be told it will be seen that without their help Britain would have been lost indeed.

Officers and men in 1,000 ships have beaten the sea-mine blitz and kept the ships of the United Nations moving to victory. They have destroyed thousands of mines and saved millions of tons of shipping.

The individual records of some of these little ships are impressive. One trawler, H.M.T. *Rolls Royce*, has swept 200 mines. A crown, stars and chevrons adorn her bridge, supporting her claim to be the world's champion minesweeper. Several other 'sweepers' including trawlers, have each destroyed more than 100 mines. One fleet sweeper, H.M.S. *Espiegle*, has swept nearly 150 miles in the Mediterranean, and three of her sister ships—*Circe*, *Albacore* and *Acute*—have each scored their century.

These magnificent results by the minesweepers have been achieved despite attacks from aircraft and surface ships, and the ever-present threat of submarines and mines. Their losses have not been light; in this war, as in the last, minesweeping trawlers head the casualty list. But without the fleet 'sweepers and the trawlers and the drifters', whole convoys would have perished on enemy mines and Britain would have starved. It has been said that if every mine swept had been left to do its work, Britain's merchant fleet would have been destroyed two or three times over.

Referring to the minesweeping service, Mr. Winston Churchill said in a recent broadcast:—

> "... but there are other deliverances which we should never forget. There was the mining peril, the sea-mining peril, which loomed so large in 1939 and which has been mastered by superior science and ingenuity and by the often forgotten but almost unsurpassed devotion to duty of our minesweeping crews and of the thousand ships they work and man that we may eat and live and thus fight for the good cause."

That "almost unsurpassed devotion to duty" which did so much to save Britain when she stood alone has now enabled the way to be cleared for the greatest assault fleet ever known.

MAPS FOR OPERATIONS

FOR the last two years the Department of the Director of Military Survey at the War Office has been working on the task of providing the necessary maps for landings in Europe. The vastness of the undertaking is illustrated by the fact that, in the final stages, every firm in the country capable of printing a map has been working on the job.

Security is, of course, of paramount importance, for the map is the only mass-produced military article which betrays of itself the very purpose of an operation. In this case, security has been maintained by the splitting up of the huge job into innumerable fragments. Each draughtsman, each printer, has a minute portion assigned to him, and has no knowledge of how his morsel of the jigsaw puzzle fits into the complete plan. He is thus in no position to determine whether or not he is working on a vital zone.

In the case of France, to mention only one theatre, the basis of the maps produced by the Directorate of Survey has been the pre-war survey work of the French Government, which itself was based on the original mapping done under Napolean. It is unfortunate that France was one of the worst served countries in the world in this respect. During the last two years the Directorate of Military Survey has, in spite of being denied access to the ground, produced more original maps of France than that country itself made since the days of Julius Caesar.

The largest-scale maps produced for the landings are on the scale of 1/25,000. These are primarily made for the use of artillery but their value is recognized by many other arms, all of which have demanded supplies. Every one of the 1/25,000 maps has been fully revised with the help of air photographs.

The help given by air photographs is immense, but nothing is further from the truth than the layman's belief that an air photograph represents exactly what appears on the ground and can thus be interpreted without specialized training. To the inexpert, air photographs provide very misleading information. The effect of light and shade, for example, is greatly exaggerated in them; and the contrast between freshly ploughed land and a stubble field is depicted as far greater than that between low gorse bushes and trees big enough to conceal a tank.

Again, air photography tends to throw into relief differences of scale such as occur when in a domestic snapshot somebody is photographed at full length with boots protruding towards the camera, with the result that his feet appear to be larger than his head. The same distortion, the same difference of scale, is evident in air photography when, for boots and head, the hills and valleys photographed by reconnaissance aircraft are substituted. Nevertheless, it is from experienced and informed scrutiny of air photographs that many of the largest-scale maps used for the landings in Europe have been carefully constructed over a long period.

The work of the Directorate of Military Survey does not include models, which are the responsibility of the Royal Air Force. It is, however, responsible for the production of maps for all American forces based on or passing through Great Britain, and for all those used by the United States Air Forces as well as by the Royal Air Force.

GENERAL KOENIG

GENERAL Joseph Pierre Koenig, who has been appointed to command the French Army of the Interior, was born in 1898, in Normandy. In demeanour and temperament, Koenig is Norman with a vengeance, a very unusual type of Frenchman—for those who associate the French with the small southerner, black skin, black hair, voluble and gesticulating. Koenig is tall, built with the solidity which the old peasant stock still retain in France. Sparing of gestures as of words, he seldom betrays restlessness, nervousness, or haste. He might easily pass for an Englishman, a Scandinavian.

In 1915 at 17 he left school at Caen and joined the French Army for the duration of the war. By the Armistice he had won the Military Medal, the Croix de Guerre, and had been mentioned several times in despatches. He chose to stay in the Army, and carved a slow, hard, gallant career. France has a special Military Academy at which N.C.Os. study for promotion from the ranks. He took the course at Saint Maixent: once commissioned he went to Morocco, served in the Foreign Legion, traditionally reserved for keen officers irked by the dreary boredom of town garrisons.

He fought under Lyautey, and under Giraud in the Moroccan colonial campaign conducted by France against Abd el Krim. In 1939 he was still in the Foreign Legion. Forty-one years old, he had grown grey in the service without rising above the rank of captain. The brilliant team produced every year in Saint Cyr and Saumur barred the way to this ranker officer. Captain Koenig sadly spent the "phoney war" period with his unit, in a hopeless watch on the Italian Alpine frontier.

FOUGHT AT NARVIK

Later he fought the enemy at Narvik and when the evacuation of Norway was decided on, the Legion was brought back to England, and immediately sent into battle in France. For three days Koenig and his company fought desperately behind the little low stone walls of Brittany.

General Koenig next came into prominence at Bir Hacheim. It was not a military victory in the popular sense. But it restored the French soldier, the man of France.

Koenig's scornful reply to Rommel's ultimatum showed that the moral fibre to say "No" was not dead in France.

There is a Jacobin or a Cromwellian touch about his extraordinary career. History will remember his reply to an Italian officer who summoned him to surrender and whom he would not even see:—

"We are men who have lost everything: our country, our homes, our families. One thing only is left us: our military honour. Of that you shall not deprive us . . . "

FOUR JAP ATTACKS IN ONE NIGHT REPELLED

Beating off four successive heavy enemy attacks in one night a company of the 13th Frontier Force Rifles defending a 4,000 feet high feature on the Imphal front have earned congratulations from the Corps Commander.

The company, under Major James Braine Watson, of Bridge Road, East Molesey, Surrey, were defending this position when one evening the Japs put in their first attack, preceded by a heavy mortar and artillery barrage.

Two companies of the enemy attacked our bunkers but they were beaten back, suffering nearly 20 casualties.

Three hours later they attacked again but were beaten back. It was a pitch dark night and our men were fighting from trenches half filled with water.

The enemy collected their dead and after four hours put in a third attack. About 15 Japs broke into our perimeter but two were killed and three more who approached company headquarters were shot down. The rest fled.

The fourth attack two hours later was not pressed in strength because the enemy had suffered considerable losses. In a fight lasting about 15 minutes our troops charged with tommy-guns and fixed bayonets and inflicted heavy losses. The Japs then withdrew with a total of 110 casualties.

Subedar Abdul Rauf, of village Shadi Khel, district Kohat, was second in command during these attacks. He showed complete disregard for his own safety and exposed himself to enemy fire as he went round encouraging his men.

"Our men are in good fighting spirit", he said. "The enemy is no match for them."

PEDIGREE COUNTS IN FIGHTER PLANES

By S. E. VEALE

FOUR days after qualifying for his flying certificate at Brooklands in November, 1910, T.O.M. Sopwith, then only twenty-two, raised Britain's existing distance record to 107¾ miles and the duration record to 3 hrs. 12 mins. 55 secs.

A month later he won the Baron de Forest prize of £4,000 with a flight of 177 miles from England to Belgium. Early in 1911, he gave an exhibition of flying before King George V at Windsor.

WINNER OF FIRST AERIAL DERBY

In 1912 he won Britain's first Aerial Derby, set up a flying school and towards the end of the year began to design and build aircraft. In 1913, he formed the Sopwith Aviation and Engineering Co., Ltd., and caused a sensation with his first design, the Tabloid. In the following year, the Tabloid fitted with floats, won the first Schneider Trophy Contest and raised the prestige of British aviation.

This meteoric rise to fame might have presaged an early eclipse, but Sopwith has had an association with flying which has endured, with but a brief interlude, for more than thirty years. To-day, he is the chairman of the Hawker-Siddeley Aircraft Company, the holding company which numbers among its operating subsidiaries, Hawker Aircraft, Ltd., makers of those two fine fighters, the Hurricane and the Typhoon.

KNACK OF PICKING GOOD MEN

Sopwith has two great gifts—an "eye for a line" and the knack of picking good men. Hence, all Sopwith's aircraft were distinguished by grace and beauty of form, and were built, test-flown and demonstrated by men highly skilled in their respective trades and professions.

If one design can be chosen for special commendation it is the Sopwith Camel a single-seat fighter of World War I. When it first reached the squadrons its sensitiveness earned it a bad name. Pilots were unaccustomed to such responsive control, but once they adjusted themselves to it they grew fanatical in their admiration of the Camel's qualities, and it was the joy of aerobatic pilots and a dog-fighter above the ordinary.

Other outstanding fighters from the same company were the 1½ Strutters, the Pup—a name frowned on by the authorities—the Triplane, the Dolphin and the Salamander. The Triplane had a remarkable climb and was so handy in a scrap that the Germans used it as the pattern for the Fokker Triplane.

The Dolphin and Salamander were well-armoured and shared in the final rout of the German armies in 1918. The 1½ Strutter—so named from its rigging—was the first British fighter to be fitted with synchronized guns firing through the air-screw disc.

Altogether, thousands of Sopwith aircraft were built in France and the United States, so great was the demand for them. One German General is alleged to have said: "Of all the British machines, it is the Sopwith that is the most to be feared".

Numerous as were the triumphs of the Sopwith Aviation and Engineering Co., Ltd., during the years between 1914–18, they did not save it from the effects of the economic blizzard which swept the world in the early post-war years. With no orders for aircraft on its books—thousands of surplus warplanes glutted the market—the company turned to the making of motor-cycles, but after one prosperous year it fell, like many others, upon bad times, and in 1920 closed down.

FINE CRAFTSMANSHIP REVIVED

But Sopwith and aviation were inseparable, and before long he was back as the head of a new company, H. G. Hawker Engineering Co., Ltd. For some time, the new concern confined itself to general engineering but, in 1923, the first of a new generation of aircraft emerged from the former Sopwith factory at Kingston-on-Thames. Many members of the earlier company had joined Hawkers, and the fine craftsmanship which had characterized Sopwith productions was revived.

The new company bore the name of one of Britain's most distinguished pilots, Harry Hawker an Australian who came to England to learn to fly and had joined Sopwith as a mechanic in 1913.

His worth in the workshops was soon realized, but he was a still greater asset in the air. He was taught to fly by Sopwith, and so competent did he prove that he was instructing others at the Brooklands school before he had passed his Aero Club tests. Two of his earliest pupils—now Lord Trenchard and Sir John Salmond—became Marshals of Britain's Royal Air Force.

BID FOR TRANS-ATLANTIC PRIZE

His most famous flight was his Trans-Atlantic bid in 1919 for the London *Daily Mail* prize of £10,000. In a Sopwith biplane fitted with a Rolls-Royce Eagle engine, and with Commander K. Mackenzie Grieve as navigator, he set off from Newfoundland on July 18.

Some hours out, loose particles of solder choked the radiator pump and caused the water to boil. From time to time he switched off the engine and dived, but at length so little water remained in the radiator that he was forced to "ditch."

He came down alongside the Danish steamer *Mary*. He and Grieve were picked up, but the *Mary* carried no radio and they were presumed lost. On landing in England they were given a tumultuous welcome and their reception could not have been warmer had their flight been crowned with success.

NOW THE BIGGEST GROUP

Another name closely identified with Hawkers is that of Frederick Sigrist. Sigrist was one of Sopwith's earliest associates. He was a skilful mechanic and could get more out of an aero-engine than most. Failing health in recent years has compelled him to live abroad.

To-day, active executive head of the whole vast Hawker-Siddeley organization—the biggest group in the British Aircraft Industry—is Sir Frank Spriggs, who has had a long and useful career in flying—recognized in 1940 by a knighthood—and who joined the Hawker Board in 1925. He is also chairman of every operating company in the combine and Managing Director of the parent firm.

Head of the design department is Sydney Camm, who joined the H. G. Hawker Engineering Company soon after its formation. Camm had served his apprenticeship with Martin and Handasyde at Brooklands. His first commission at Hawkers was the designing of the Cygnet light aircraft which did well in the Air Ministry competitions of 1924. In subsequent years, Camm added to his reputation, and his final triumphs, the hurricane and Typhoon, have brought him international fame.

LONG LINE OF FIGHTERS

With few exceptions—there were, for instance the *Cuckoo* torpedo-bomber and the Buffalo army reconnaissance type of World War I—all Sopwith and Hawker designs have been fighters or light bombers. None has had more than one engine. Hence, those who are disposed to study the genealogy of aircraft can trace the Typhoon's line of descent right back to the Tabloid of 1913.

How far into the future the deep-rooted tradition of Sopwith and Hawker will be carried only time will tell. Of the plans maturing in the fertile minds of Sopwith, Spriggs and Camm, no hint has been given.

NEW MILITARY TRAFFIC CONTROL EFFORTS

Madras now has its own Army mobile police vans. To assist the civil police in the prevention of accidents and to remind both motorists and pedestrians of their responsibilities the army has now a military police truck patrolling in the station.

This truck is normally staffed by representatives of the forces and the civil police and is equipped with a public address system.

Drivers who exceed the speed limit or do not park their vehicles off the road are reminded of their responsibilities by the announcer. Pedestrians walking in the centre of the road, cyclists riding abreast on main roads, and all other road users who are acting in a manner dangerous to themselves or other people have their errors pointed out to them and the scheme is already proving popular and effective.

WAR DIARY

BRITAIN AND GERMANY

12TH JULY.—Flying bomb attacks against Southern England continued.

Royal Air Force bombers attacked industrial objectives in the Ruhr, last night. About 1,000 planes attacked targets in the Munich area to-day.

13TH JULY.—Mr. Attlee, the Deputy Prime Minister made a statement in the Commons on the flying bomb raids. Their Majesties King George and Queen Elizabeth witnessed anti-flying bomb operations.

Flying bomb raids continued.
Allied aircraft attacked Munich and Saarburcken.

14TH JULY.—Flying bombs from Belgium raided Southern England. Mr. Herbert Morrison made a statement in the Commons on defence against flying bombs. He also made a statement on the war situation in general.

15TH JULY.—Flying bombs were over southern counties.

Allied aircraft attacked Hanover.

16TH JULY.—More than 1,000 bombers raided Munich, Berlin, Nuremburg and Saarbrucken areas. Vienna was also bombed.

17TH JULY.—Flying bombs attacked southern counties including London area.

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THE UNITED STATES OF AMERICA AND THE ATLANTIC

12TH JULY.—Mrs. Roosevelt made a statement on the need for an International Police Force.

The War Production Board announced that the full programme of its Chairman, Mr. Donald Nelson, to prepare industry for civilian production would be ordered to take effect from July 15.

President Roosevelt said that "the most terrible phase of the unparalleled struggle in which we are engaged is still before us, and the United Nations must look forward to great suffering and enormous sacrifices before the inevitable victory is won."

13TH JULY.—Brigadier-General Theodore Roosevelt, son of the former United States President Mr. Theodore Roosevelt, died in Normandy.

16TH JULY.—Mr. Leo Crowley, the United States Foreign Economic Administrator, disclosed that almost 14,000 million dollars worth of lend-lease supplies were shipped by the United States to the China-India-Burma theatre of operations from the beginning of the war to May 1, 1944.

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INDIA, BURMA AND CEYLON

12TH JULY.—The fighting at Chapu ended with the rout of the enemy. Organized enemy resistance ceased in the Kamaing-Mogaung road.

13TH JULY.—The Japs withdrew from Sangshak, Macbi Khunow. The Allied troops captured Pyindaw.

14TH JULY.—Chinese troops captured a railway station seven miles from Mogaung.

Top-scoring "flying bomb" killers of Flying Officer E. Topham of New Zealand (left) *and Flight Lieutenant R. Nash of London* (centre) *reporting to Intelligence Officer Flying Officer C. Kember after a patrol.*

15TH JULY.—Allied forces pushing after the main body of the Japanese from the Ukhrul area have recontacted their rearguard at Maoku.

16TH JULY.—Chinese troops captured Sumkrung. The Allied troops captured Kungpi. The Japs evacuated Ingourek and Kakaden.

17TH JULY.—Allied troops consolidated their gains of the past two days and made slight advances in the south-east sector. Fifth Gurkha Rifles captured Khakhunow yesterday.

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RUSSIA AND FINLAND

12TH JULY.—The Russians opened an offensive on the Second Baltic front and advanced 20 miles on the front of 90 miles, captured Idrista and more than 1,000 localities. On the White Russian front Soviet forces liberated more than 300 localities. In other fronts the Red Army captured Krakai, Vassiliaski, Redun, Velva and about 400 localities.

13TH JULY.—The Russians captured *Vilna*, the capital of Lithuania, Drissa, Thyutchev, Ruzany, Orany Vievis and over 500 localities. Soujarvi and 20 localities in the Karelian-Finnish Republic, were also occupied.

14TH JULY.—The Soviet forces captured *Pinsk* and Volkovysk.

The Russian forces captured Opochka, Bialystok, Volkovysk and over 300 localities.

15TH JULY.—The Russians reached Grodno. The Red Army launched a large-scale offensive between Tarnapol and Lutsk.

16TH JULY.—Germans evacuated Grodno. Soviet troops captured Kuznetsovka, Podjel, Bereza-Karpuzskaya, Janow, Pelehany and about 300 localities.

17TH JULY.—The Red Army forces were fighting on the immediate approaches to East Prussia. Several places were liberated from occupied Soviet territory.

FOR YOUR RADIO DIARY.

MADRAS—JULY	21.—9-00 p.m.	Science in War Time: New Materials—By Dr. B. B. Dey.
,, ,,	21.—9-45 p.m.	"World Affairs"—Relay from B.B.C.
,, ,,	22.—9-45 p.m.	"The Fighting Forces."
,, ,,	24.—9-45 p.m.	International Planning: Currency stabilisation —By S.T. Sadasivam.
,, ,,	25.—9-45 p.m.	Topical Talk.
,, ,,	27.—9-00 p.m.	Concept of Freedom—By R. Galletti, I.C.S.
,, ,,	28.—9-45 p.m.	"World Affairs"—Relay from B.B.C.
,, ,,	29.—9-45 p.m.	"Fighting Forces."
,, ,,	31.—9·00 p.m.	A continent in Revolt: Holland.

The Soviet troops captured Sebezh, Osveya, Sviaioch, Pruzany, Shershov, Drugichin, and over 400 localities.

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ITALY, AFRICA AND THE MEDITERRANEAN

12TH JULY.—Indian divisions captured the villages of Meone, Morra, Mucignano and Montefabri.

The Maharajah of Kashmir reached Italy to visit troops.

13TH JULY.—The Fifth Army captured *Layatico*.

General Smuts in a broadcast declared, "The next few months will see the war in the west moving to a grand climax."

14TH JULY.—The Allied troops captured Poggibonsi, Monte Santa Maria, Monte Civitella and San Gumignano.

15TH JULY.—The Fifth Army took most important hill features between the Cecina river and the Arno. Allied forces captured Chiani, Peccioli, Gualdo Tadino, Fossato di Vico and Cingoli.

16TH JULY.—The Eighth Army captured *Arezzo*, and Monte Lignano. Other places captured by the Allies include Gubbio, Costacciaro, Castellina, Morrona and Bagni di Caxiana.

17TH JULY.—The Allied troops crossed the Arno river. The Eighth Army took Civitella, Bajdia, Agnano and Ambra. Other places occupied include Lippiano and Lorenzana.

* * *

VICHY, FREE FRANCE AND THE OCCUPIED COUNTRIES

12TH JULY.—Fighting in Normandy spread to new sectors. American troops captured the villages of Angoville—Sur. Ay and La Bourdonnerie.

Mr. Eden made a statement on the attitude of the British Government towards DeGaulle's Government.

The new Yugo-Slav Premier, Dr. Ivan Subasic, in his own name and that of King Peter, recognized Marshal Tito as the leader of his country's struggle for freedom.

13TH JULY.—British troops withdrew from the villages of Colombelles and Saint Honorine. The American forces made steady advance in seven sectors.

President Roosevelt sent a message to the French people in connexion with the Bastille Day.

14TH JULY.—American troops entered Pont Hebert. Allied forces were within two miles of Lessay and over-ran the village of Vesly.

15TH JULY.—The Allied troops captured Beauvais, La Jourdaineries and La Londe. American forces were within 2 miles of Periers and 2½ miles from St. Lo.

16TH JULY.—British troops captured Esquay. Americans were 1½ miles from St. Lo.

17TH JULY.—British troops withdrew from Esquay. American troops reached the outskirts of St. Lo. The villages of Vendes and Cahier were captured by the Allied forces. Very bitter hand to hand fighting took place in the streets of Noyers.

MOBILE DENTAL SURGERY ON BURMA FRONT.—F/Lt. W. Jefferson Smith of 8, Egremont Street, Ely, Cambriedgeshire a R.A.F. Dental officer, takes the dentist's chair to his patients on the Hazipur Front. Always having to be on the move, F/Lt. Smith decided he must take his surgery with him. F/Sgt. Edgar Michalle, of 68, Wolsey Drive, Kingston-on-Thames, Surrey, a R.A.F. dental assistant, converted 3-ton lorry for the job. Left to right.—F/Sgt. Michelle, F/Lt. Smith and a patient, Cpl. E. Williams, of Blue Gardens, Bontddu, North Wales.

Lt.-Gen. G. A. P. Scoones, commanding 4th Corps, troops of which, fighting in the Imphal area, have killed 11,000 Japs since March.

THE NEUTRAL COUNTRIES

13TH JULY.—After seeing President Roosevelt, Mr. Laurence Steinhart, American Ambassador to Turkey stated that the Allies could expect "much closer co-operation" with Turkey soon.

* * *

THE FAR EAST

12TH JULY.—The Jap force south of Leiyang was wiped out. The enemy troops entered Liling.

Mopping up operations continued on the Saipan Island. Americans captured more than 10,000 prisoners.

Mr. James Forrestal, United States Navy Secretary, reviewing operations in Saipan told that 95 per cent of the Japanese,—approximately 19,000 were killed. About 1,000 enemy planes were destroyed.

13TH JULY.—The Japanese 18th Army 45,000 strong has been trapped in the Aitape Wewak area in New Guinea. Guam and Rota were heavily bombed.

It is revealed that two Jap Admirals died in Saipan on July 7. They were Chuichi Nagumo, Commander-in-Chief of the Central Pacific and Admiral Yano Vice-Admiral Nichi Hasegawa is also reported to have been killed in action.

14TH JULY.—The Japanese 18th Army trapped in Aitape Wewak area made a desperate bid to break through American positions. American amphibious forces landed in the Maniagassa Island, two miles north of Saipan.

15TH JULY.—Allied bombing of Guam, Rota and Truk is reported.

16TH JULY.—The Chinese troops launched an attack on Lungling from three sides. Fighting continued southwest of Tengchung.

More than 14,000 Japs were killed between June 23 and July 14 in the Japanese attempt to capture Hengyang.

17TH JULY.—Admiral Shigetaro Shimada, Japanese Naval Minister, was relieved of his post and succeeded by Admiral Naokuni Nomura.

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